



## **The Leading Edge**

Monthly Journal of the Connecticut Wing of the  
Civil Air Patrol

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### **SUBMISSION OF ARTICLES TO THE LEADING EDGE**

Only, one third of our Squadrons, submitted reports this month. We know that good things are happening and want you to share it with the Wing: promotions of cadets and officers, field trips, special activities and specialty track and professional development advancements are a few suggestions for news submissions.

Submissions can be rough notes and these will be reworked by the editor. Take the initiative and get your squadron the publicity which it deserves.

When submitting articles, please list the grades, full names, and units (if they are not from the same unit) of all persons mentioned.

Photographs are welcome. The best photographs show a few people involved on some activity. People pictured should be identified by grade, name, and unit, generally from left to right.

For a special award, such as a Spaatz, a portrait of the recipient is good but a picture showing the granting of the award is better.

### **WING NEWS**

#### *Calendar*

04 JUN-TRAEX-New Haven

11 JUN-CTWG FI-In (see last page)

10-12 JUL-Aircrew Survival School-Hawk Mountain

13-17 JUL-New England Regional Cadet Leadership School-CT Fire Academy-This is an excellent and convenient opportunity for cadets who wish to achieve field grade positions to meet the training requirements.

05-11 AUG-CTWG Encampment at Niantic

21-27 AUG-New England Regional Staff College (RSC)-McGuire AFB RSC has become a requirement for promotion to lieutenant colonel.

20-23 OCT-CTWG Compliance Inspection

#### *Glider Orientation Flights*

Only half of the Wing's Squadrons have signed up for week-end glider O flights. They are available in July, August, and October. Squadron commanders are urged to meet with their cadets and make them aware of the opportunities.

### **SQUADRON REPORTS**

*143<sup>rd</sup> Composite Squadron  
submitted by  
Capt Paul Beliveau*

On 14 May 2016 the 143<sup>rd</sup> Composite Squadron Waterbury had the opportunity to tour a static

display of a UH60M Blackhawk helicopter.



Army pilots CW4 Vance Corey and CW4 Michael Tobin flew the helicopter into Oxford Airport from Sikorsky Aircraft in Stratford. Other military personnel joined the trip including LCDR Anthony Petrosino (USN), Captain Thomas Hall (USMC), Josie Rivera (Sikorsky Aircraft crew chief).



*CWO Tobin and C/2<sup>nd</sup> Lt James E. Dossantos*

The cadets and their families enjoyed the opportunity to tour the latest Army M model helicopter fresh off of the factory floor.

The crew remained on the ground for one hour to answer any questions the cadets might have. There were many questions from the Cadets including

what life was like as a military aviator, what drew one to a military career choice and many questions about the mechanics of a helicopter.

*Danielson Cadet Squadron  
submitted by Capt Everett Hadley*

#### *Ellis Tech Teachers Briefed*

Capt Everett Hadley and Lt Col Stephen Rocketto met with 40 teachers from the Harvard H. Ellis Technical School, Danielson. Ellis Tech is unique in that it is adjacent to the airport. The school was founded in 1915. In 1930, an aircraft mechanic curriculum was added. Two years later, the school received Repair Station License No. 113 from the Civil Aeronautics Administration. Between 1958 and 1961, the facility was expanded and Danielson Airport was built to serve the school. Access to Danielson was limited so in 2001 the State constructed a new aircraft mechanics training facility at Brainard Field in Hartford. However, a dozen technologies are still taught in Danielson.

The teachers were participating in a professional development day during which they were briefed by the Connecticut Airport Authority, Skydive Danielson, and the Civil Air Patrol.

Capt Hadley focused his presentation on CAP's aerospace education mission. He spoke about our promotion of the Science, Technology, Engineering, and Mathematics aspects of the program and its value for vocational training.

He also explained CAP's opportunities offered to teachers if they enrolled as Aerospace Education Members (AEMs). For a one-time fee of \$35, AEM's are eligible to receive material support from CAP, fly in the Teacher Orientation Program and become eligible for Air Force Association grants.

*Thames River Composite Squadron  
submitted by  
Capt James Cook*

#### *Orientation Flights*

Maj Paul Noniewicz took three cadets on orientation flights between Groton and Hartford. Cadet Gillian Pineau celebrated her first O flight.

Cadets Jack Pineau and April Simon flew on their second flight.

### *Ground Team Training Session*

Lt David Meers ran a ground team training session on Saturday. Cadets John Meers and Gabriella Richards-chenette received instruction in various aspects of ground team activities and duties.



*Cadets Demonstrate the Efficacy of Mirrors as a Signaling Device*

### *ELT Find*

Maj Scott Farley and Lt Steven Schmidt were launched on Friday to locate an active electronic locator transmitter. The search led to RiConn Airport where they called in a Rhode Island ground team which found the aircraft in a hangar.

### *Stem Flight Simulator Event*

Lt David Meers up the Squadron's fourth monthly STEM activity last Saturday. Cadets participating were C/SSgt Ryan P Schantz, C/SSgt Daniel Ramsey, C/SSgt Daniel J Ramsey, C/CMSgt John J Meers, and C/CMSgt Hannah M Ramsey

Five simulators were used running five different programs: Microsoft Flight Simulator X, 777 Studios Wings of Prey WWII Air Combat, Microsoft Combat Flight Simulator 3 Battle for Europe, and Real Flight RC Flight Simulator Ubisoft IL-2 Sturmovik 1946.



*Lt Col deAndrade and Mrs. Wischman prepare to pin new cadet airman insignia on Cadet Wischman.*



*Cadet Gillian Pineau receives her cadet airman insignia from her brother, John Pineau, and her uncle.*

*399<sup>th</sup> Composite Squadron  
Photos and Text submitted by  
Maj Peter Milano*

### *High Honor for Cadet Kevin Jenkins*

DANBURY, Conn. – April 26, 2016 – Cadet Kevin Jenkins, a resident of New Fairfield, Connecticut and member of Civil Air Patrol's 399th Composite Squadron in Danbury, was presented the General Ira C. Eaker Award and promoted to the grade of Cadet Lieutenant Colonel.



*Cadet Lt. Col. Jenkins and his family: Kiefer Jenkins, Captain Jeff Jenkins (CAP), Kevin Jenkins, Sawalak Jenkins and Korran Jenkins.*



The Connecticut Wing Chief of Staff, Lieutenant Colonel James Ridley, presented the award assisted by the 399<sup>th</sup> Composite Squadron Commander, Major Joseph Bisnov, at the squadron's headquarters located at Danbury Municipal Airport. Only 2% of Civil Air Patrol cadets achieve this award. Jenkins received award number 3041, evidence of his accomplishment.

Jenkins joined Civil Air Patrol in February 2012. He earned the Eaker Award after completion of the first 16 achievements and three milestones in the CAP cadet program. He's excelled in the program, demonstrating outstanding leadership skills developed over his CAP career.

"I have held quite a few positions in the squadron that include flight sergeant, flight commander, emergency services officer, leadership officer, and deputy commander," said Jenkins."

He also served as cadet commander for the New Fairfield Cadet Squadron before transferring to the 399<sup>th</sup>. In addition to those positions he's received 4 achievements awards for various duties, the Commander's Commendation from Connecticut Wing, the Northeast Region Brewer Award for achievement in the aerospace program, and Connecticut Wing Cadet of the Year.

Jenkins extensive training includes graduating from Non-Commissioned Officers Academy and rigorous programs such as Hawk Mountain Ranger School and Para-rescue Orientation School. He's served on encampment staff for 3 years, first as flight sergeant (2013), executive officer (2014), and as cadet commander of the 2015 Connecticut Wing Encampment.

Currently Jenkins serves as advisor to the 399<sup>th</sup> Composite Squadron's cadet commander. He is scheduled to serve as cadet commander for the summer 2016 Northeast Region Cadet Leadership School and plans on joining the U.S. Air Force and serve as a Para-rescue man.

## **COMMANDER'S CUP ROCKET CONTEST**

### ***143<sup>rd</sup> Triumphant!***

#### ***Wins Tenth Running of the Commander's Cup***

A strong team from Waterbury broke the lock which Stratford and Thames River has had on the Commander's Cup rocket competition. The event was held at White's Farm in Durham Connecticut. CATO, the state's amateur rocket enthusiasts provided launching equipment and Brad Oestreicher provided the commentary. At noon, CATO ran a grill with a fine repast of burgers, dogs, chips, soda, and cookies. You cannot go wrong for five bucks.

Under the leadership of C/2d Lt Steven T. Garofalo and Capt Paul Beliveau, the 143<sup>rd</sup> enrolled nine cadets who launched 23 different rockets. That is five more than the other three squadrons combined. The preparation and participation by the 143<sup>rd</sup> resulted in their domination of the contest. They dined on red meat while Stratford and Thames River got the table scraps.



*Capt Jensen presents the cup to Capt Belieu and C/2<sup>nd</sup> Lt Garofalo while event director, Lt Col Rocketto looks on.*

*(Photo Credit: 1<sup>st</sup> Lt Bruce Richardson)*

Four squadrons participated: the 143<sup>rd</sup>, Thames River, Stratford, and Danielson. Danielson participated as an observer team since most of their cadets were engaged in other CAP activities. The information gleaned from their participation will be used to train their future teams. The teams entered 20 cadets and a total of 40 rockets.

In the Tyro Class, C/SSgt Clara E. Benen, Waterbury, took first place. C/MSgt Facundo N. Cremel of the Eagles placed second and C/Amn Mason J. LaFleur from Danielson was in third place.

The Multi-Stage, Load Bearing, and Historic rockets were combined in one class. The top three places were swept by the 143<sup>rd</sup>. C/Amn Christopher M. Rinaldi earned first place honors, C/Amn Hugh J. Devine and C/MSgt Adam M. Taylor were second and third respectively.

C/Amn Marcella R. Silberger impressed the judges with her very appropriate theme celebrating the 75<sup>th</sup> anniversary of the Civil Air Patrol.

The judges were Nikolai Sikorsky, Lt Col James Ridley, Capt James Steer, and Capt Peter Jensen, USCG Auxiliary. Capt Jensen, formerly CTWG commanding officer, founded the competition and donated the cup. The CATO staff acted as safety officers.



*Former CTWG Commander, Capt Peter Jensen, USCG Auxiliary ponders the virtues of an entrant.  
(photo credit: Maj Roy Bourque)*

## THE YEAGER AWARD



The General Charles E. “Chuck” Yeager Aerospace Education Achievement Award is given to Civil Air Patrol (CAP) members who complete the Aerospace Education Program for Senior Members (AEPSM). This award honors Brigadier General Chuck Yeager, U.S. Air Force who was the first man to break the sound barrier. Members who complete AEPSM receive the Yeager ribbon. Earning the ribbon is a requirement to advance to Level III (Management) of CAP's Professional Development Program.

The 100 question open book test is based upon material found in *Aerospace: The Journey of Flight* which can be found on the aerospace education website or in hard copy in the squadron library. The material covers a wide range of topics from aerospace history to airplane and aircraft technology to astronomy. The reading are a lot more pleasant than the texts of CAP regulations and some members who hate written examinations have found it an enjoyable experience.

Statistics indicate that 51% of the Wing's senior members are entitled to wear the Yeager ribbon. The top squadron has 93% of its members holding Yeagers and the lowest achieving squadron has no Yeagers at all.

If you desire to earn a Yeager ribbon and need help which you cannot get in your squadron, contact the CTWG Director of Aerospace Education: [srocketto@aquilasys.com](mailto:srocketto@aquilasys.com).

The following CTWG members have earned the award during the current fiscal year:

1st Lt George J Garofalo  
2d Lt Angel R Vazquez

2d Lt John T Riccio  
2d Lt Robert W Talley  
2d Lt Craig M Edwards  
2d Lt Jean-Luc M Le Gall  
2d Lt Michael F Nolan  
2d Lt Christina E Posca  
SM Robert T Dietzko  
SM Mohammed El Morsli  
2d Lt Fernando Vasconcellos  
2d Lt Vlad Arslanov  
2d Lt Frank H Crandall  
2d Lt David S Pineau  
2d Lt Steven R Schmidt  
SM Jordan P O'Brien  
2d Lt Joseph W Parisi Jr  
SM Brian E Proulx  
2d Lt Walker P Woodworth

Cadets who are Master Sergeant or higher by July, can also register for the Northeast Region Cadet Leadership School taking place from Wednesday evening 13 July through Sunday 17 July 2016 at the Connecticut Fire Academy which is located in Suffield, CT. The RCLS is a requirement for Eaker and Spaatz achievements. For further information go to:

<http://www.ner.cap.gov/index.php/home/rcls>

Funds are available for financial assistance. Further details may be located at the following NHQ url:

[http://capnhq.custhelp.com/app/answers/detail/a\\_id/2676/kw/CEAP/session/L3RpbWUvMTQ1OTM5MDE2OC9zaWQvQnc4VDdQTW0%3D](http://capnhq.custhelp.com/app/answers/detail/a_id/2676/kw/CEAP/session/L3RpbWUvMTQ1OTM5MDE2OC9zaWQvQnc4VDdQTW0%3D)

### **CADET SAFETY AND RIFLE MARKSMANSHIP**

The planned session on 11 June have been cancelled due to a conflict with the CTWG Fly-In. Tentatively, new dates will be the first Saturdays in October and November.

### **AIRCREW SURVIVAL SCHOOL**

Hawk Mountain is offering an Aircrew Survival Course from 10 July to 12 July. The course will be conducted at the Hawk Mountain Ranger School in Kempton, Pennsylvania. More information may be found at <http://www.capranger.org/Aircrew%20survival.html>

### **ENCAMPMENT ANNOUNCEMENT**

-  
The 2016 CTWG Encampment will be held at Camp Niantic, Niantic, CT from Friday 5 August through Thursday 11 August 2016.

Cadet staff applications must be submitted immediately. All applications and payment must be sent to Wing Headquarters. If you have questions visit the encampment url at:

<http://ctwg.cap.gov/ctwg-encampment.html>

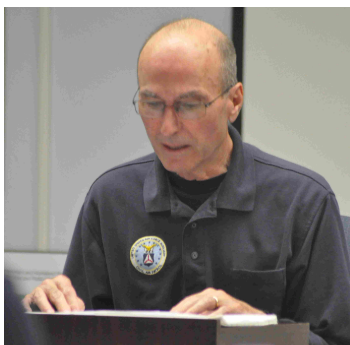
### **CTWG PILOT'S SAFETY MEETING**

The Wing held the first of two required pilot safety meetings at Brainard Field on Monday, the 24<sup>th</sup> of May. A second meeting was held at Danbury on Tuesday. Wing Commander Col Kenneth Chapman chaired the meeting and started by laying out the pertinent regulations which govern CAP flight activities.

Lt Col Darren Cioffi, Director of Operations, presented a thorough briefing on Northeast Region (NER) policies on CAPR 61-1, 61-2, and the NER supplements. This focused on mishap reports and ground handling procedures. Cioffi also strongly encouraged pilots to engage in the CAP Professional Development Program (PDP) and a specialty track.

Col Chapman noted that there seems to be a preponderance of mishaps attributable to pilots who only possess level one in the PDP. In order to inculcate CAP "culture," and a broader range of participation, squadron commanders are charged with the responsibility to urge their pilots to become greater involved in squadron affairs.

Maj Johnny Burke the Assistant Standards and Evaluation Officer explained the requirements concerning the use of the GA-8 tail stand.



*Burke explains the GA-8 tail stand procedures.*

Maj Roger Malagutti, CTWG Standardization and Evaluation Officer, provided a detailed explanation of what is required to successfully complete a Form 5: documentation, testing, and performance standards.

Col Chapman noted that CTWG is number three in the nation in hours flown/aircraft. We also have a wider breadth of missions than most other wings. Chapman pressed the pilots to make the best use of the money which is available to fly more training and proficiency missions.

The distinction between training and proficiency flights was discussed. Proficiency flights are A-12 missions and all crew members must be qualified for a position. Training flights are A-5 missions and used for aircrew training.

Finally, any Wing pilot is now required to attend a monthly safety meeting to remain active. If not already qualified, all pilots must also earn a mission scanner rating.

The meeting ended with a question and answer session in which Chapman and Cioffi clarified some of the issues discussed.

## **RECRUITING AND RETENTION**

Lt Col Arthur, CTWG Recruiting and Retention Officer and Col Stan Skrabut, Northeast Region Director of Recruiting and Retention Officer have forwarded the following ideas to increase CTWG membership. The wing is now up to 842 members, great job everyone! We have focused on filling our pilot

ranks and I'm pleased to report that we have been very successful. More pilots and more O flights equals more fun!

Now the focus is back to increasing the cadet numbers beyond today's total of 372. A good goal to shoot for is at least 400 by the end of this year. More cadets, more activities and a lot more fun!

So how does your squadron improve performance during the rest of 2016?

#1. Attend the CTWG Fly In and listen to our National Recruiting and Retention Manager Lt Col Darin Ninniss presentation titled Cohort Recruiting. He presented this at the last National meeting and brought the house down. From personal experience, it not only makes it easier to grow your squadron but also improves the retention of higher ranking cadet NCOs and cadet officers. Check out the picture of 20+ basic cadet class from just his squadron in the attached New Hampshire Wing's Abenaki News.

#2. Attend the next North East Region R&R Webinar - On May 24, 2016, at 2000-2100. The webinar will focus on social media tools you can use for recruiting and retention.

Social media can be a great way to get the word out about your program, but many units are afraid to use them because they do not know how to. In this presentation, you will briefly learn about a number of tools you can use to not only inform others about CAP but also help recognize the hard work of your unit. Tools that will be explored including: Facebook, Twitter, Tweet, jukebox, Hootsuite, Tweetdeck, Instagram, Pinterest, YouTube, Periscope, and many others.

This presentation will be supported on Twitter using the hashtag #CAPRecruiting. Come prepared to share ideas in this hybrid Google Hangout on Air and Tweepchat. You can participate by going to:

<https://plus.google.com/u/0/events/cn1qmuirpmkr4a05b8lljue8mvc>



## **CTWG FLIGHT PRIORITIES**

Col Kenneth Chapman has announced the priority for flight scheduling is as follows:

The Long Island Sound Patrol (LISP) flights MUST be flown. The Wing receives a state-administered grant for these flights and we could lose the grant in future years if we do not perform. Whenever possible, there needs to be 3+ members in the aircraft. This is because the grant is based on corresponding volunteer hours that CTWG must perform to receive the funding. The wing risks paying money back if we do not have enough volunteer hours per flight hour.

Unlike in previous years, the LISP is flown as a B14 (Support of the State) instead of B12 (proficiency). This means that everyone in the aircraft (except legislative member) must be a fully qualified aircrew member (minimum mission scanner) with a fully qualified mission pilot as PIC. Because these are actual missions, there are no SQTR sign offs on LISP flights. There is plenty of A5 (Training) funds for aircrew training and sign-offs if that is needed.

The only missions that are a higher priority than LISP are found below:

1. Air Force assigned Missions - mission symbol A1 -- these are emergency missions and will always take priority -- exempt from 72 hour requirement.
2. Command Directed flights -- mission symbol varies -- exempt from 72 hour requirement.
3. CT State Counter Drug -- mission symbol A3
4. Support to State (LISP, NSEP, Ag) -- mission symbol B14

## **CLARIFICATIONS ON NEW UNIFORM REQUIREMENTS**

Here is some clarification about uniform requirements.

CTWG Commander Col Kenneth Chapman has announced the following:

For the new ABU's, the CTWG wing patch is not required to be worn on the left sleeve.

CTWG has no approved uniform supplement. CTWG members will follow CAP Regulation 39-1

Region Commander Col Donald LeClair has announced the following:

As of 15 June 2016 members may either wear ABU's or BDU's. Cadets can wear either at their summer encampment this year and commanders cannot restrict the wear of either when a utility uniform is allowed. Commanders are just going to have to live with our members wearing both these uniforms during the phase in period. When the national commander approves a uniform, no one has the authority to restrict our members from wearing ABU's at events where the utility uniform is worn.

Aircrew may wear the flight suit as their utility uniform even when there is no flying involved. The flight suit is the utility uniform of aircrew just like the BDU and ABU is the utility uniform for non-aviators. Blue polo shirts with gray pants are also a utility uniform. At no time will flight suits be banned from activities where utility uniforms are worn.

Commanders may stipulate which type of uniform is worn such as dress uniform only (blouse/tie/blue pants or blazer/tie/gray slacks) or what is called class "B," open collared blue shirt/blue pants or white shirt/gray slacks. If commanders allow utility uniforms, then the ABU, BDU, BBDU, blue polo, or flight suit is allowed and commanders cannot ban one for the other. The blue polo shirt with gray dress slacks may be substituted for the



class “B” uniform.

Many of you have concerns about the wear of “moral” hat and shirt wear by our members at specific events like encampment and summer NCSA’s. This refers to non-standard shirts and hats with ABU/BDU’s at events such as encampment where flights may wear different colored shirts and hats. Per today's guidance from Gen Vazquez and Ms. Parker, Wing Commanders may allow these “moral” items for specific events only (Wing Commander will approve in writing). When members return to their home base after the event they are not to wear these items with their field uniform. Other than the Blue BDU (BBDU) hat only, no metal rank on any other hats. Blue

### **AEROSPACE CURRENT EVENTS**

The FAA has posted a database showing the city, state and zip code of each registered drone owner. Names and street addresses of the registered owners are exempt from disclosure under a special exemption in the Freedom of Information law.

Drone weighing more than 0.55 pounds but less than 55 pounds must be registered before flying the aircraft outdoors.

### **AEROSPACE HISTORY**

#### *The Manchester Cadets and the FJ-1 Fury*

Recently, Lt Col Carl Stidsen, CTWG Historian visited Yanks Air Museum in Chino, California. He spotted a North American FJ-1 Fury with markings that seemed familiar. It is one of only two survivors of the type left and has an intimate connection with both the Manchester Squadron and the New England Air Museum (NEAM), then known as the Connecticut Aeronautical Historical Association (CAHA).

Stidsen is a retired USAF missile officer. He succeeded Elman as Cadet Commander and now is the research librarian at the NEAM's John W. Ramsey Research Library and Connecticut Wing historian.

When Stidsen saw the aircraft at Yanks, he did some quick research and discovered that it was once the property of the CAHA. He states that “The last time I saw this bird was in Spring 1979. I recall seeing her (engineless & wingless) paint-faded fuselage as she was being hoisted over the perimeter chain-link fence by a crane at the old Rt. 75 CAHA location, but I did not then have a camera to record the event. The move (to whereabouts unknown) providentially had her away from the Museum site when the tornado came through the following October.



*The Fury at Yanks*



*The Fury while at the NEAM*

In 1979, Howard “Larry” Elman was working on aircraft restorations for the CAHA and was also the Cadet Commander at the Manchester Squadron which later adopted its current 169<sup>th</sup> Composite Squadron designation. He is a retired USAF colonel who received a degree in aeronautical engineering from the Massachusetts Institute of Technology which he attended on a CAP scholarship. He has had a vast amount of experience working for a number of airframe

builders.

North American developed its first jet and its first naval contract, the FJ-1, using design elements from its classic P-51D Mustang. Only 33, including the prototypes, were produced. The aircraft's wings did not fold but it was equipped with a "kneeling" nose undercarriage and a special wheel which allowed it to be closely stored with other Furies. Both the succeeding swept wing Furies and the USAF F-86 Sabre had a common ancestor in the FJ-1.



*The Fury displays its unique landing gear. The nose could be placed under the tail of another aircraft to save space.*

Stidsen contacted both Elman and Lt Col Stephen Rocketto, CTWG Director of Aerospace Education. A correspondence among the three principles ensued.

Elman responded to Stidsen's note and stated that the aircraft, #102, was not engineless. The Fury's engine required removal of the top part of the fuselage and was beyond the capabilities of CAHA. Elman decided to verify the data plate on the engine and enlisted the cadet squadron to assist. He relates that "...verifying the data plate on that engine required an entire CAP Squadron of cadets!...The Cadets had to stand the plane on its tail skid, tie a rope around my ankles and over a high tree limb, and lower me down the nose intake with a flashlight. Much worry about my fate if the rope broke or the Cadets couldn't pull me out....Amazing what an entire Squadron of Cadets ...can do."

The interest in the engine's data plate arose

because an FJ-1 had flown to a speed record so it was of some historical interest. According to Elman it turns out "The engine in the CAHA FJ-1 had been flown to a speed record in a different FJ-1, and CAHA/NEAM. needed that data plate compared to the engine log book."

Jet engine technology in 1948 was primitive compared to the perfected piston designs such as Pratt and Whitney's R2800 Double Wasp. Metallurgy had not advanced to the stage at which long-term practical materials could be made for jet turbine temperatures.

The Fury was powered by an Allison J-35 which delivered 4,000 pounds of thrust. Compare this to a current single engine fighter whose General Electric F110 puts out 17,000 pounds of dry thrust and almost 29,000 pounds using the afterburner.

The record set by #102 is in question. Most likely it was set on 29 February, 1948. Three FJ-1s from VF-5A took off from Seattle and set speed records to San Francisco, Los Angeles, and San Diego. Cmdr. Evan "Pete" Aurand flew the 1,205 miles between Seattle and Los Angeles in one hour, fifty-eight minutes, and seven seconds. Lt. Cmdr. John J. Magda averaged 511.8 miles-per-hour flying from Seattle to San Diego in two hours, twelve minutes, and fifty-four seconds. The third Fury, flown by Lt. Cmdr. Robert Elder, averaged 492.6 miles-per-hour flying the 690 miles from Seattle to San Francisco. Shortly after entering service, the FJ-1 Fury had made its presence known by grabbing the headlines.

The issue about which engine was in #102 is historically important. The J-35 ran for about ten hours before it needed an overhaul! A modern jet engine might run for 3,000 to 5,000 hours before an overhaul is needed. Consequently, the commander of the Navy's sole FJ-1 squadron, Comdr. Pete Aurand, had the aircraft towed to the runway rather than use up precious engine time taxiing. This resulted in engines being swapped from one aircraft to another to keep enough Furies in service. Was the engine in #102 the engine used to set the record? As it turns out, the engine in #102 was not the original engine.

Elman had interviewed Vice Admiral Pete Aurand.

In 1948, Aurand was the commanding officer of VF-5A (later VF-51), a fighter squadron based at San Diego's NAS North Island. The squadron was the only active unit issued the FJ-1 and flew some notable missions.

Aurand was the first naval aviator to land a jet aircraft under operational conditions on an aircraft carrier, the *U.S.S. Boxer*. He then took off under aircraft power alone and returned for a catapult take-off.



Aurand also commanded the four aircraft which finished one, two, three, four in the 1948 Bendix Trophy Race from Long Beach to Cleveland. Ensign (later rear admiral) F.E. Brown finished first with an elapsed time of 4h 10 min 34 sec which was a record for the Bendix Race. Commander "Pete" Aurand finished second, two and a half minutes later. Although the aircraft were fitted with tip tanks which doubled the fuel capacity and made one stop en-route, they landed critically short of fuel. Brown's engine shut down as he taxied off the runway and he had to be towed to the ramp. The squadron's executive officer, Lt. Comdr. Robert Elder ran out of fuel 50 miles short of Cleveland and dead-sticked his Fury to a successful landing.



*The six Furies which the Navy sent to the 1948 Bendix Air Race. (US Navy PD)*

Brown enlisted during WW II and served in Korea and Vietnam. Part of his aviation career was as a test pilot. He sent a world record in 1962, piloting an F-4 from a standing start to 65,000 feet in two minutes, fifty-eight point five seconds. From 1974-76, he commanded the Naval Air Test Center at Patuxent River.

Aurand, a WWII veteran went on to a distinguished naval aviation career. He served as naval aide to President Eisenhower, had Marine helicopters instituted as a presidential aircraft, was an early promoter of in-flight refueling of helicopters, and also served in Vietnam.

The story of Fury #102 relates naval aviation history, the NEAM, and the CTWG Manchester Squadron in an unusual and never published story.

### *L'envoi*



*A stablemate of #102, the only other surviving Fury on display at Pensacola.*



# Attend the 2016 ConnecticutCharter Oak Wing Fly-In & Conference

**CONFERENCE WILL BE HELD ON**  
**SATURDAY 11 June 2016**  
(12 June Rain Date)

Brainard Airport - 269 Maxim Road, Hartford, CT

Please bring your own lawn or beach chairs.  
Family members are welcome. Uniform will be  
BDUs, flight suits, and golf shirt/gray slacks  
combo.

## Fly-In Conference Key Points

CAP and personal aircraft welcome! Cadet  
Orientation Flights  
Awards Presentations

Cadet Morning Activities  
Speech Contest, Aerospace Jeopardy, Innovative Drill and  
Military Bearing competitions sponsored by the CTWG  
CAC

Fees

Sale Ends June 4<sup>th</sup>

Tickets Maybe  
Sold At the Door for a Late Fee  
All Registrations Include Lunch

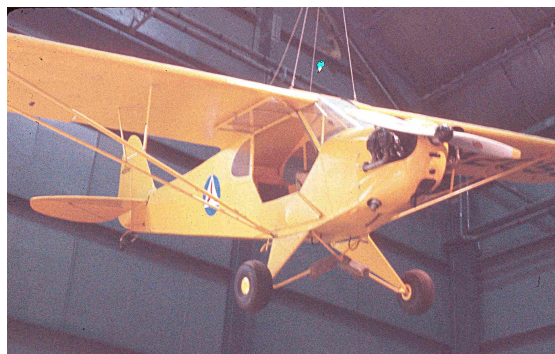
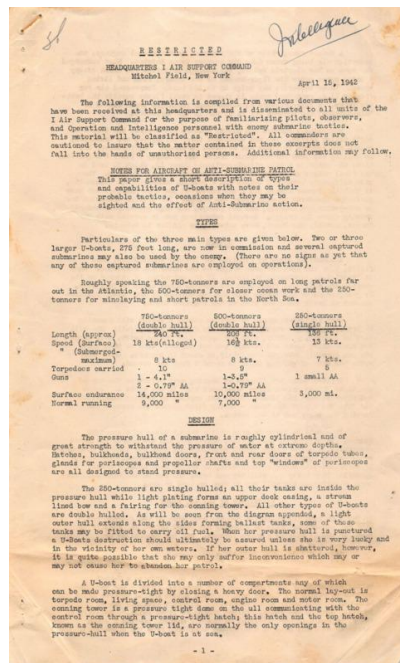
Regular Member \$35  
Guest \$ 35  
Regular Aircraft (Fuel Purchase) \$20  
Regular Aircraft (No Fuel Purchase) \$55

To Purchase. Go to:

<http://www.eventbrite.com/e/2016-connecticut-wing-fly-in-conference-tickets-24368945171?aff=ebrowse>

**Civil Air Patrol**  
**75 Years of Service**  
**1941-2016**

## ***COASTAL PATROL***



## ***LONG ISLAND SOUND PATROL***

